

CHAPTER 4 LAND USE

4.1 EXISTING LAND USE

The majority of the land located within the corridor (approximately 1.5 miles on both sides of SR 303) is predominately privately held, but also includes a limited amount of public ownership. Public ownership is comprised primarily of Luke AFB, Perryville State Prison (on Arizona State Trust Land), and an Arizona State Trust Land parcel south of I-10 and west of Cotton Lane. The corridor area has been divided into three municipal planning areas: City of Goodyear (Camelback Road southward), City of Glendale (Camelback Road to Peoria Avenue including Luke AFB), and City of Surprise (Peoria Avenue to US 60). In areas that have not been incorporated, consideration and approval of development proposals remain under the jurisdiction of Maricopa County. The City of Glendale has “strip annexed” its portion of the corridor, between Camelback Road and Peoria Avenue, so this area is still under county jurisdiction. The southern portion of the Surprise planning area has not yet been annexed so that it also remains under county jurisdiction.

As shown on Figure 4-1, existing land uses within the corridor are primarily agricultural, low-density single-family residential subdivisions, and undeveloped rural parcels. Major agricultural crops produced in the region include cotton, grapes, corn, melons, and flowers, with seasonal rotations occurring throughout the year. Much of the southern portion of the corridor lies within the 65 DNL (day-night noise level) and higher contours generated by the mission of Luke AFB. Land located within these noise contours is generally restricted to development that is compatible with the over flight and noise generated by F-16 aircraft, pursuant to Arizona Revised Statutes (ARS) (Title 28 and 32).

Many residential developments within the SR 303L corridor are either complete, under construction, or are currently in various entitlement review and approval stages. Completed developments and those under construction primarily occupy the northern and southern portions of the corridor as shown in Figure 4-2. In the north within the City of Surprise planning area, Kingswood Parke, Sun City Grand, Sun City West and Bell West Ranch developments have primarily characterized the land use pattern. Recently, new subdivisions including Surprise Farms, Sierra Montana, Mountain Vista Ranch, and Arizona Traditions, among many others, have developed rapidly.

Development in the corridor is very dynamic with changes occurring daily. The information presented in this chapter was prepared as of April 2004.

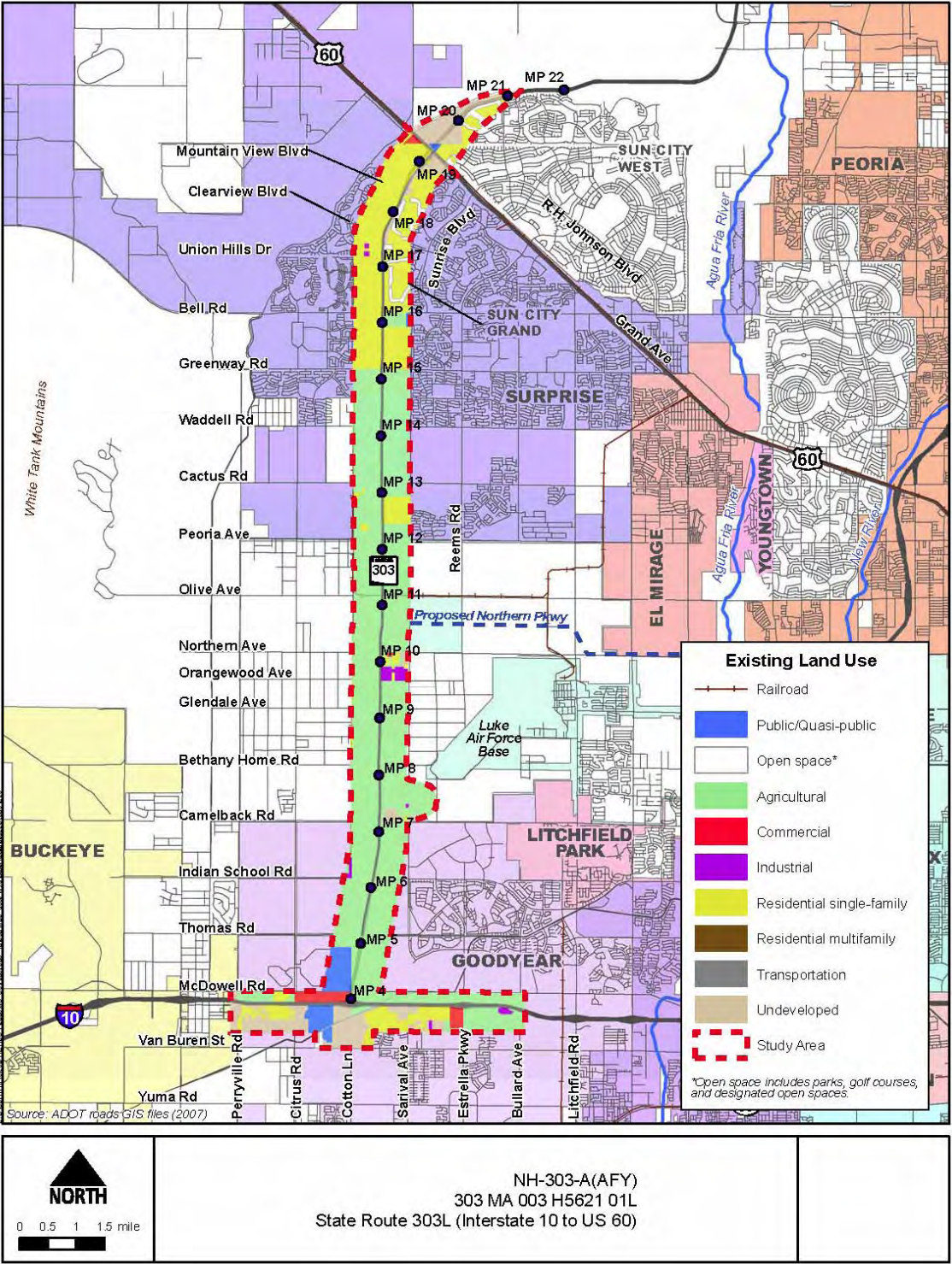


Figure 4-1 Corridor Existing Land Use

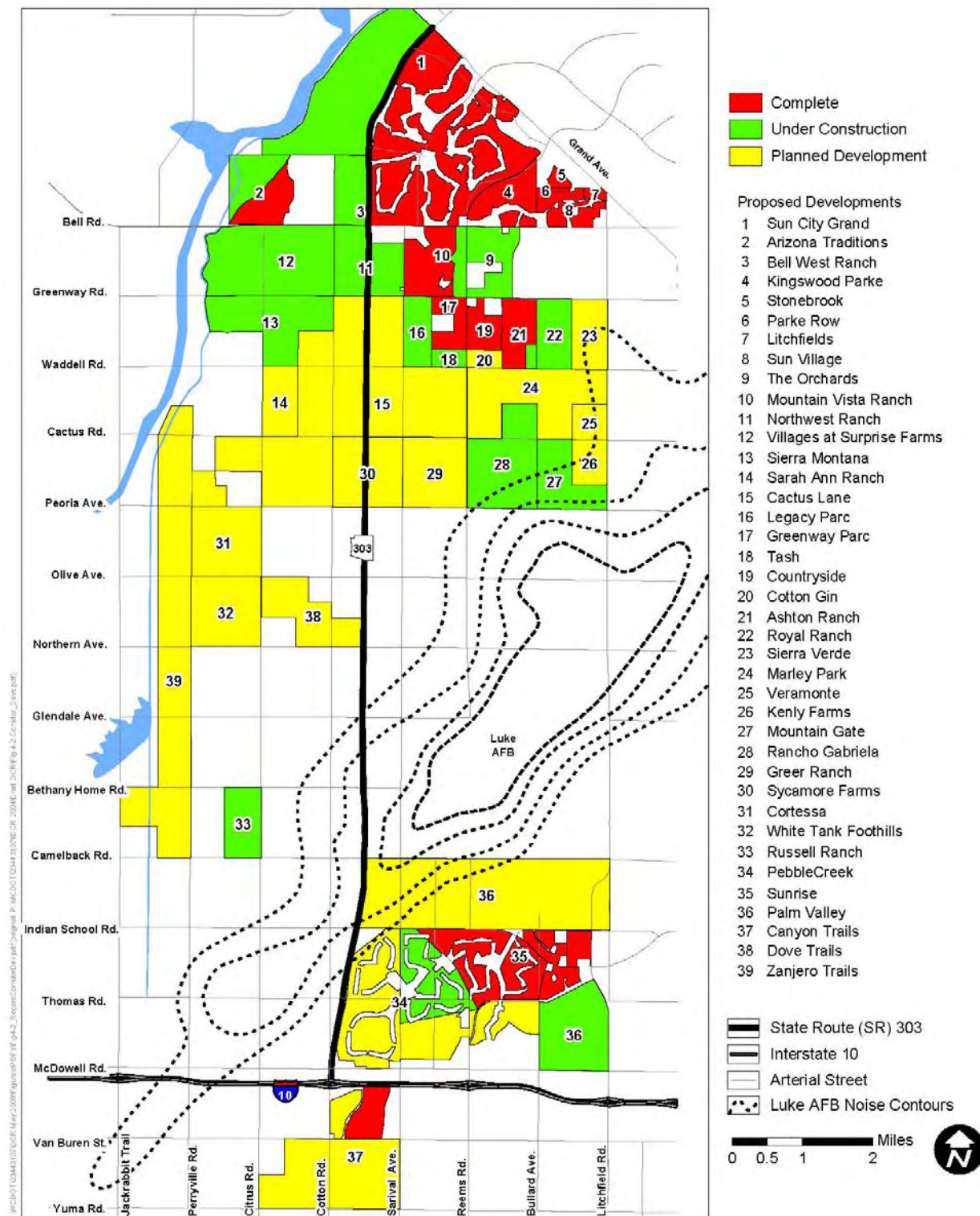


Figure 4-2 Recent Corridor Developments

In the central region of the corridor, development has been limited to larger lot residential uses complementing the rural and agricultural uses that have characterized the area. The most notable of the recent residential activity in this portion of the corridor are the Romola rural subdivisions, which occupy 3 square miles of the corridor northwest of the intersection of Bethany Home Road and Cotton Lane. Other existing subdivisions in the western portion of the corridor include Litchfield Farms, Camelback Garden Farms, Russell Ranch, and Sonoran Ridge Estates. To the east, Luke AFB and its attendant noise contours will significantly influence the future land use character of the corridor's mid-section.

In the southern portion of the corridor in Goodyear, the PebbleCreek, Sunrise, and Palm Valley developments are either complete or well under construction. South of I-10, the Canyon Trails planned development is developing rapidly. The Verrado development (located approximately 10 miles west of the SR 303 corridor study area) is expected to contribute approximately 36,000 new residents and 9,500 jobs to the far West Valley. Other contributors to growth to the west of the corridor and potentially influencing the future regional traffic pattern include Valencia Heights, Pasqualetti Mountain Ranch, and Beautiful Arizona Estates planned communities.

In addition to the predominant single-family residential and rural-agricultural uses that occupy the region, there also exist more localized commercial retail, service, and light industrial land uses within the corridor. Among these are the Wildlife World Zoo, located on Northern Avenue between SR 303 and Sarival Avenue; and Tanita Farms fronting on SR 303, south of Northern Avenue.

4.2 PLANNED LAND USE

The SR 303 corridor planning area is located at the western edge of the rapidly developing Phoenix Metropolitan Area. Over the past two decades, this metropolitan area has been one of the fastest growing in the nation, with the cities of Surprise and Peoria among the most rapidly growing (on a percentage basis) communities in the country. This high growth rate continues today as evidenced by the information presented previously in Section 2.2. An overall annual population growth rate of 7% is projected for the corridor. This is an exceptional rate given that the mid-section of the corridor planning area is currently not served with the transportation facilities and infrastructure necessary to adequately accommodate growth.

A massive new planned community—Prasada—is near groundbreaking within the City of Surprise. Located north of Peoria Avenue and straddling the SR 303L corridor, this development could contribute up to 10,000 new homes to the area and present opportunities for substantial commercial growth along SR 303L. While it would become the largest planned development in the area, Prasada is not the only planned development within the Surprise planning area. Others proposed to locate in the area include: Sarah Ann Ranch, Sycamore Farms, Greer Ranch, Cotton Gin, Marley Park, Sierra Verde, Veramonte, and Kenly Farms. To the south and west, White Tank Mountain Ranch and White Tank Foothills proposed developments will

occupy, in total, 3 square miles of land between Peoria and Northern avenues. Other moderate-size developments to the south will include the Litchfields development and the Centerra project—both of which will be located within the City of Goodyear. The locations of these developments are identified in Figure 4-2.

A major development is planned east of SR 303L between Northern and Olive avenues. The development referred to as Woolf Crossing is proposed as a combination of residential and commercial. The development process started under the county but has evolved to the City of Glendale who expects to annex the area.

All of these developments intend to implement (or amend) the community or County general/comprehensive plan land use map. A composite recommended land use map including Surprise, Glendale, Goodyear, and Maricopa County has been prepared by MAG to illustrate the “knitted” future land uses of the four jurisdictions as shown on Figure 4-3. Overall, the predominant land use in the region is expected to be residential, with single family-very low density (1 dwelling unit per acre or less) and single family-other (greater than 1 dwelling unit per acre) expected to occupy 23% and 32%, respectively, of the corridor land area. Employment land uses, which comprise commercial, office, other employment, industrial, and airport uses collectively, comprise 9% of the corridor planning area.

The future land use pattern illustrates a logical organization of land use types in the SR 303L corridor planning area. Specifically, single family residential is the predominant use outside of the Luke AFB (65 DNL and greater) noise contours and away from the frontage on I-10. The mixed-use and industrial use designations are projected to occupy the majority of land influenced by the noise contours. In addition, the single family residential uses will be buffered by additional mixed-use, residential (multi-family), and pockets of commercial use along both sides of SR 303L. The confluence of SR 303 and I-10 is expected to be occupied by a mix of employment uses. These uses will not only leverage the visibility and access afforded from the high volume principal arterial roadways, but the continued residential development locating within their primary and secondary trade areas.

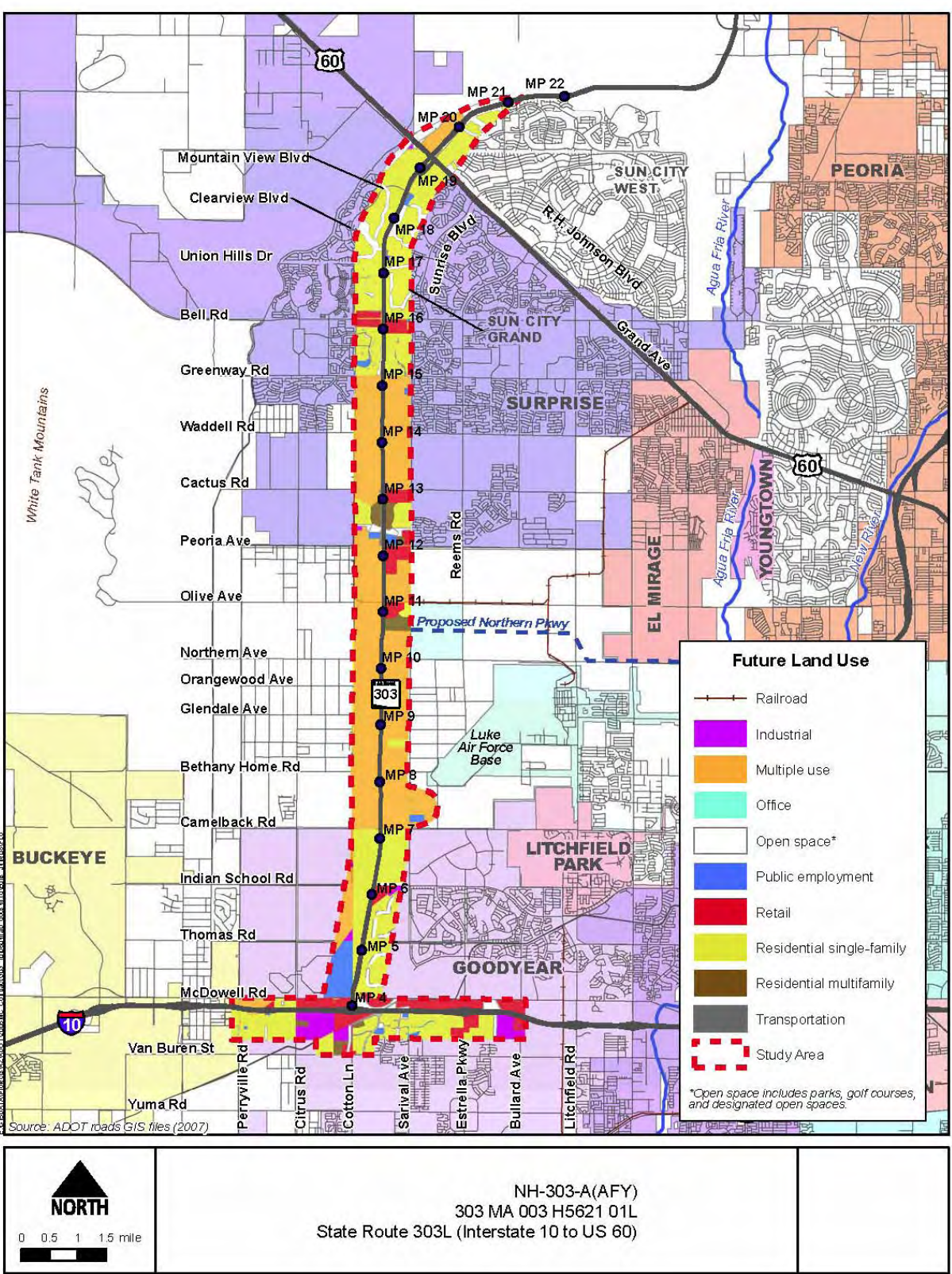


Figure 4-3 Corridor General Plan Land Use

4.3 AREA ROADWAY CLASSIFICATIONS

To support the future land use pattern that is recommended within the SR 303 corridor planning area, a backbone roadway system is needed to provide both mobility and access among properties. Similar to the recommended land uses, the three incorporated cities have prepared a functional roadway classification system as a part of their general plans. The classification systems identify specific existing and new corridors necessary to accommodate desired levels of vehicular movement within their respective communities. The functional classification of roadways establishes the network of streets needed to balance mobility and access needs. Arterial roadways provide mobility and access to major uses; collector roadways provide access and limited mobility; and local streets provide access. The focus of this analysis will be on arterial and higher level classifications.

The functional classification maps of the three cities were compiled to illustrate the mix of arterial roadways in the corridor planning area including principal arterial, parkway, scenic arterial, major arterial, and arterial types as shown on Figure 4-4. Principal arterials are access-controlled facilities that transport very high volumes of traffic over substantial distances. SR 303L and I-10 are designated as principal arterials. Parkways or boulevards are designed as partially access-controlled facilities to transport high volumes of traffic and provide limited land access. Grand Avenue and the planned Northern Parkway fall in this category. Scenic Arterials are specially designated at-grade roadways with four to six lanes of traffic. Estrella Parkway/Reems Road and Yuma Road are designated as scenic arterials. Major arterials are at-grade roadways designed to transport moderate traffic volumes over moderate distances and provide access to major land uses. Van Buren Street, McDowell Road, Indian School Road, Waddell Road (portion), Bell Road, Reems Road (portion) Dysart Road, Litchfield Road (portion), Bullard Avenue (portion), Cotton Lane (portion), and Jackrabbit Trail are designated as major arterials. Arterial roadways are at-grade roadways designed to transport moderate traffic volumes over moderate distances as well. The remaining designated roadways on the mile-grid street network within the corridor planning area comprise the arterial roadway network.

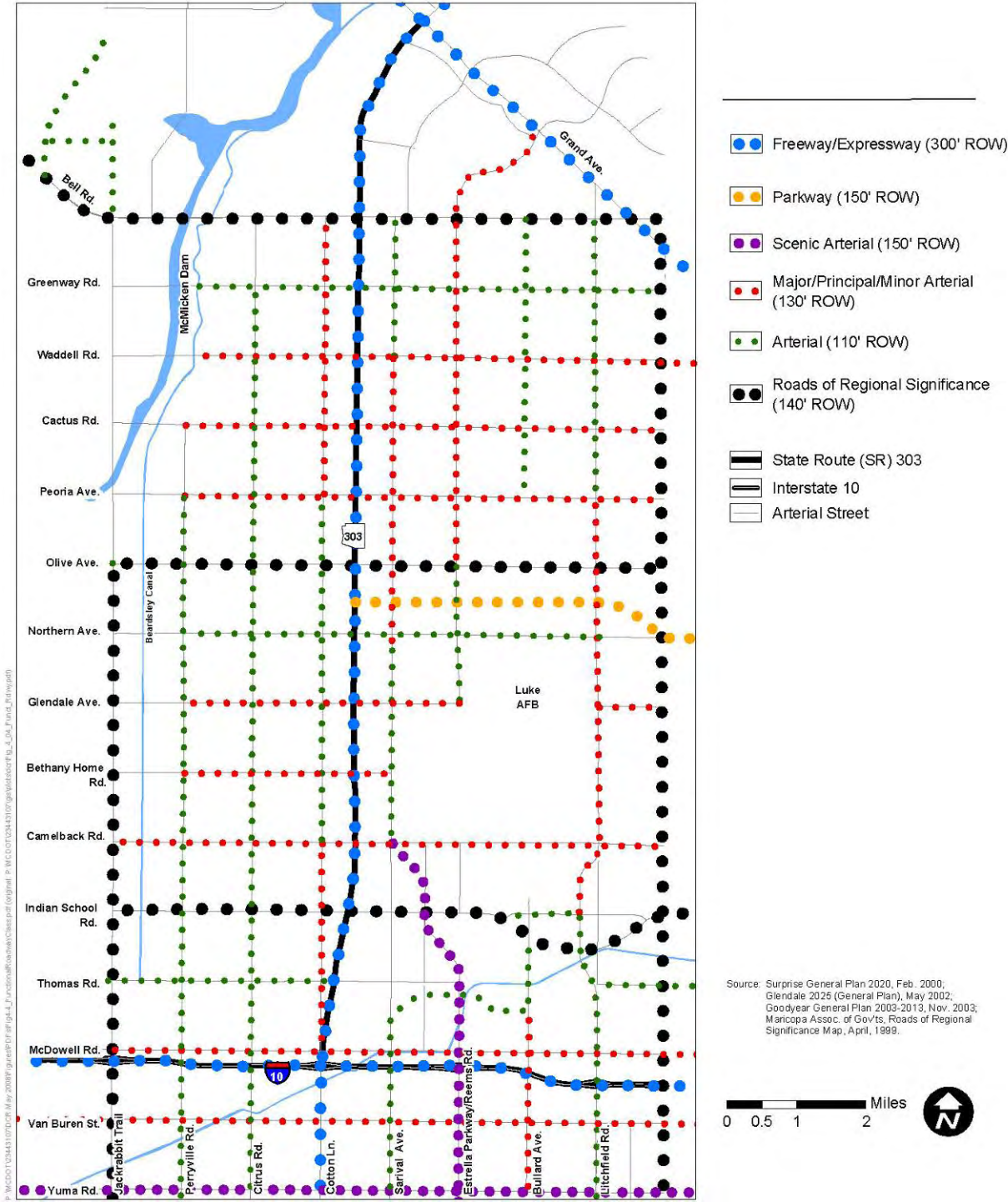


Figure 4-4 Functional Roadway Classification

4.4 CIP AND AREA MASTER PLAN PROJECTS

The cities of Surprise, Glendale, and Goodyear have indicated that their respective Capital Improvement Plans (CIP) do not contain significant projects that would expedite the development of new master planned communities within the SR 303 corridor. Surprise noted that major intersections within the corridor may be signaled in the near future; however, significant road, water, sewer, or other infrastructure improvements have not been programmed within the five-year horizon of the community’s CIP. Glendale’s CIP has included the Northern Parkway that is planned to connect with SR 303L mid-way between Olive and Northern avenues. Bicycle, Equestrian, and Pedestrian Trails

The planning of non-vehicular transportation modes is also addressed in the local, regional and County plans that comprise the SR 303 corridor planning area. The City of Goodyear, south of Camelback Road, has identified a full complement of bike facilities and trails in their ratified general plan as identified on Figure 4-5. The majority of the existing and planned facilities are located on the mile grid of arterial roadways, RID Canal, and Bullard Wash. If the extension of the equestrian trail along Jackrabbit Trail (north of Camelback Road) takes place, it and the bike facilities on Olive Avenue will provide multi-modal access to White Tank Regional Park.

The central portion of the area (generally between Camelback Road and Peoria Avenue) is strip annexed by the City of Glendale, but Maricopa County has identified several bicycle facility corridors as well. Routes shown on the MCDOT Bicycle Transportation System Plan (within unincorporated areas of the corridor planning area) include Route 19 (Cotton Lane from Camelback Road to Greenway Road), Route 20 (Olive Avenue from Cotton Lane to the White Tank Mountains), Route 22 (Northern Avenue from Cotton Lane to Dysart Road), Route 23 (Waddell Road from Cotton Lane to Dysart Road (also identified in the Surprise General Plan), and Route 28 (SR 303L from Bell Road to Grand Avenue).

The City of Surprise has identified bicycle and trail facilities in their ratified general plan. Bike lanes are planned for Peoria Avenue, Waddell Road, Greenway Road, Bell Road (portion), Reems Road, SR 303 (proposed on-street bike path), and Cotton Lane. Trail facilities have been conceptually located on the McMicken Dam, mid-section alignments of Bell/Greenway and Greenway/Waddell Roads, and a looping alignment located between Waddell Road and Peoria Avenue.

MAG prepared its Regional Bikeways Map in 1999 for the metropolitan region. The only bike facility identified within the corridor planning area is a bike route on Bell Road/Sun Valley Parkway that starts at the intersection of Cotton Lane and extends west and south, ultimately terminating at Yuma Road, south of I-10. The westerly portion of this segment is also identified in the Surprise General Plan 2020 Circulation Element.

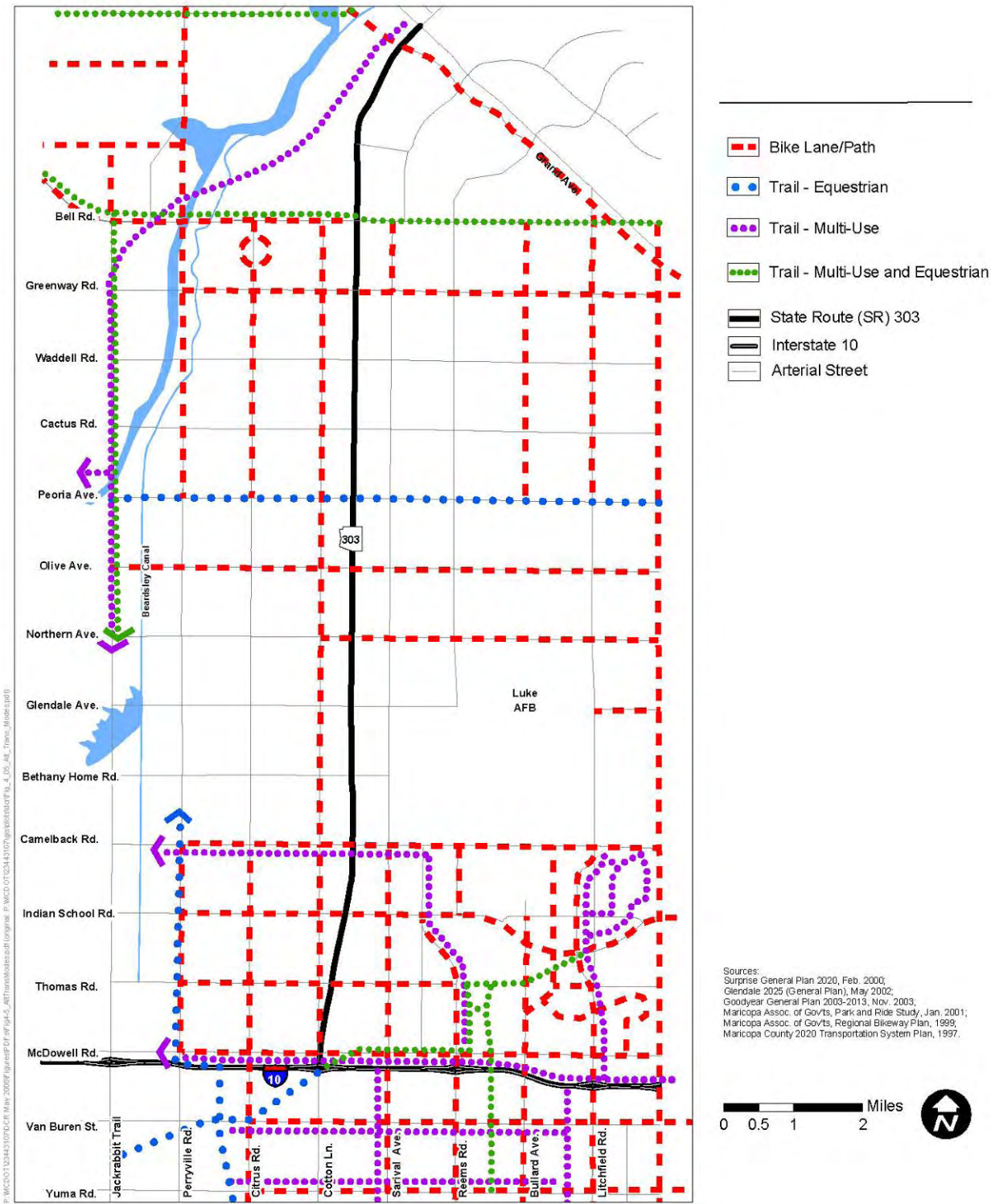


Figure 4-5 Alternative Transportation Modes